

Subject: Meeting with DIA Personnel on Coordination of Bridge Damage in North Vietnam

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1. On Thursday, 4 May 1967, [REDACTED] Chief, T/SP arranged a meeting of CIA and DIA personnel to discuss differences in bomb damage assessment on bridges in North Vietnam. These differences arose in the coordination process of the McNamara IV report. The meeting was scheduled for 0900 Hrs, Friday, 5 May 1967 at DIA, Arlington Hall Station.

2. The following personnel were present:

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	[REDACTED]	CIA
	[REDACTED]	CIA
25X1A	[REDACTED]	IAS
	[REDACTED]	IAS
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3. The meeting began with a discussion of what was to be included in the bridge damage count. The criteria for counting which was agreed on is as follows:

a. All bridge crossings suffering appreciable damage and supported by photography.

b. The bridge crossings include original bridges, bypass bridges, pontoon bridges, cable bridges, and causeways.

c. Restrikes are not counted, only the first damage is used in the total count of damaged or destroyed bridges.

4. Based on the above "ground rules" CIA had a damaged highway bridge count of 294 as of 31 December 1966; DIA had 315. This is not a particularly great or "unlivable" discrepancy and could be explained in several ways as follows:

a. Omissions or oversights in scanning the film.

b. Lag in photography - IAS gets the film a week to two weeks after DIA.

c. Differences in interpretation of damage between CIA (IAS) and DIA.

d. Duplication and/or double counting by DIA.

5. CIA suggested that the language could be changed to read "over 300 bridges damaged, based on photographic evidence."

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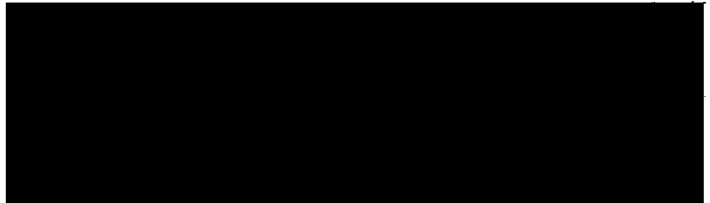
6. [REDACTED] had 1900 highway crossing sites for 1966 according to pilots and other reports and including those confirmed by photography. In addition to the crossings listed in paragraph 3b the following are added under this category:

- a. Ferry slips
- b. Fords

7. The number of crossings damaged seems to be a pretty high figure but we have no way of checking it. In order to carry out the Branch task of assessing damage and estimating cost we have confined our research to photographic evidence which is essential to making cost estimates. As long as it is made clear that those numbers are based on pilots reports there is little to argue about.

8. The meeting was amicable and it is my opinion that satisfactory progress was made once all parties were talking about the same thing.

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